Optimization of System Maturity and Equivalent System Mass for Space Systems Engineering Management

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***Abstract* — In the assessment of system's developmental maturity, metrics are used for making effective and efficient decisions. This paper introduces the combination of two metrics used in systems development, i.e. Systems Readiness Level (SRL) and Equivalent System Mass (ESM), in order to make a more informed decision in the developmental planning of Exploration Life Support Systems. We then expand upon this approach by utilizing an optimization model that seeks to maximize a system's readiness (i.e. SRL) given a budgetary allowance expressed in terms of ESM. We conclude with an articulation of this optimization model utilizing a generic space system.**

***Index Terms*— equivalent systems mass; integration readiness level; system readiness level; integration readiness level**

I. Introduction

Space systems are neither simple (e.g. technical complexity) nor inexpensive and it becomes a continual paradox in the trade space between technical performance and cost minimization [1-3]. Likewise, in systems engineering there is a continual effort to define the most effective and efficient measures that will allow for the management of this trade space. Combined, systems engineering becomes a critically core competency for successful development of space systems [4-6], and is often seen as a solution to the balance of cost, schedule and performance [7]. The United States (US) National Aeronautics and Space Administration (NASA) has been no exception to the success of proper implementation of systems engineering [4], nor the failure of systems because of its insufficient implementation [8-11]. A key challenge to the realization of systems through systems engineering is in integrating related technical parameters and components and ensuring compatibility in a manner that optimizes the total system definition and design [12]. From a systems engineering management perspective, it becomes critical how these challenges are assessed via a set of effective and efficient metrics. Likewise, determining which technologies should receive continued investment in achievement of a system's mission objectives has strategic and engineering implications [13].

The balancing of technology development and integration efforts in the achievement of a system's objectives is not new to NASA or any organization [14]. Yet, the assessment of these efforts via effective and efficient use of metrics has been a sustained challenge [15]. Within NASA, two metrics have been researched or implemented to assess the developmental maturity of a technology or to determine its relative impact on the system's mission, i.e. Technology Readiness Level (TRL) and Equivalent System Mass (ESM).

TRL has been traditionally used within NASA as an assessment of the maturity of evolving technologies prior to incorporating them into a system or sub-system on a scale of 1 to 9 (9 indicating highest level of maturity). The original TRL was a by-product of the NASA post-Apollo era as an ontology for contracting support [16]. It later became a standard metric for communication of technologies' developmental status [17]. Other government agencies and contractors have since been adopting the TRL scale with specific variations (e.g., US Department of Defense, US Department of Energy, and United Kingdom Ministry of Defence). However, TRL, by definition, can only refer to the maturity of the technologies but not the system as a whole. For example, it neglects the integration links among the technologies, which tend to be more complicated and multi-dimensional [18]. To address this shortcoming, Gove [19] and Sauser et al [20, 21] introduced the concept of an Integration Readiness Level (IRL), also a 1 to 9 scale. When combined with TRL, Sauser et al. [22, 23] were able to calculate a System Readiness Level (SRL) and plot it against a system development lifecycle to evaluate the status of each subsystem and the system as a whole.

Likewise, traditional design metrics for space systems, such as mass, volume, and power, have driven launch costs and technology trade options, which has allowed cost to become a key indicator of programmatic health for space systems. To enable cost to become an independent driver, in the 1990's ESM was widely developed and utilized to evaluate the trade options in space Exploration Life Support (ELS) systems [24, 25]. This was necessary in order to meet requirements of minimizing launch cost, as related to the mass, volume, power, cooling and crew-time needs [26, 27]. ELS systems are those related to the long-term habitation and exploration of space. In this context, ESM allowed for the evaluation of tradeoffs between two technology options where cost was not a driver in the decision but a by-product. While ESM has been shown to be a beneficial metric for making design trade decisions, Levri and Drysdale [27] explain that the tradeoff between the ESM of two technology options may be so small that further analysis is needed using a metric such as TRL.

It is the focus of this paper to utilize the work of Sauser, et al. [23] in SRL to enhance the capability of ESM as Levri and Drysdale [26] proposed in utilizing TRL as an additional decision metric. We will also expand upon this approach by

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14. ABSTRACT
In the assessment of system?s developmental maturity, metrics are used for making effective and efficient decisions. This paper introduces the combination of two metrics used in systems development, i.e. Systems Readiness Level (SRL) and Equivalent System Mass (ESM), in order to make a more informed decision in the developmental planning of Exploration Life Support Systems. We then expand upon this approach by utilizing an optimization model that seeks to maximize a system?s readiness (i.e. SRL) given a budgetary allowance expressed in terms of ESM. We conclude with an articulation of this optimization model utilizing a generic space system.

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utilizing an optimization model that seeks to maximize a system's readiness (i.e. SRL, IRL, and TRL) given a budgetary allowance expressed in terms of ESM. We will conclude with an articulation of this optimization model utilizing a generic space system.

II. Exploration Life Support

The concepts, methods, and models that will be presented in this paper can be utilized with any space system, but we have chosen to focus on those defined as ELS systems. This is because ESM was first developed and utilized with ELS systems, and thus its relevance, historical comparison, and availability of data have greater inferences.

The Exploration Systems Mission Directorate of the National Aeronautics and Space Administration (NASA) is currently pursuing the development of the next generation of human spacecraft and exploration systems through the Constellation Program. This includes, among others, habitation technologies for supporting lunar and Mars exploration. The key to these systems is the Exploration Life Support (ELS) system composed of several technology development projects related to atmosphere revitalization, water recovery, waste management and habitation. The proper functioning of these technologies is meant to produce sufficient and balanced resources of water, air, and food to maintain a safe and comfortable environment for long-term human habitation and exploration of space.

The development of the ELS system, while investigating advanced technology concepts, also builds upon legacy technologies generated from prior NASA programs, e.g. Apollo, Space Shuttle, and International Space Station (ISS). With varying degrees of technology maturity in the development of this system, many challenges arise in the development and testing of the integration links among the technologies as well as maintaining an understanding of the maturity of the whole system. Exploration Life Support is a technology development project under the NASA Exploration Technology Development Program (ETDP) [28]. Aside from the development of system solutions for atmosphere revitalization, water recovery, waste management, and habitation engineering, it has threaded efforts in systems integration, modeling and analysis, and validating and testing as well as being an integral part of the Exploration Systems Mission Directorate of NASA. The motivation of the development of an ELS system is to support the human exploration of the moon and beyond, e.g. Mars. The ELS project is guided by the following objectives [28]:

1) Develop and mature life support system technologies that meet mission requirements and fill capability gaps or significantly improve the state-of-the-art;
2) Develop technologies for infusion by the date for each vehicle's Preliminary Design Review, approximately six years before flight. Provide information by System Requirements Review and at other interim milestones; and
3) Develop technologies that are efficient with respect to resource requirements (mass, power, heat rejection, volume, crew time, consumables) and are safe and reliable.

While there are many technology options to achieve the mission objectives of an ELS system, Figure 1 represents a simplified concept architecture of an ELS system, which will be used to illustrate the application of the proposed quantitative analysis in this paper. One fundamental variation in ELS system options is the emphasis on biological technologies or sub-systems as opposed to physical/mechanical or chemical processes. In our example, we will assume the ELS solution has a biological emphasis.

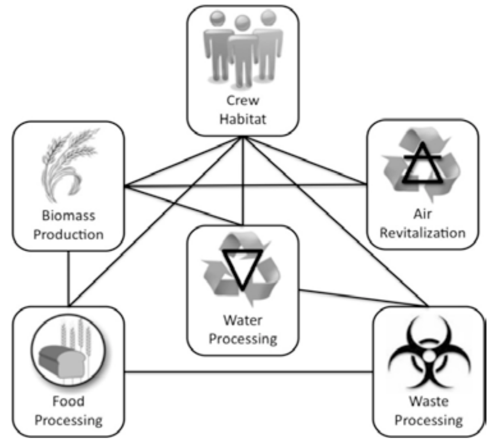

Figure 1. Exploration life support system concept architecture.

The technologies depicted in Figure 1 are:

Crew Habitat: technology functions include crew functionality, comfort, and quality of life to ensure crew productivity.

Air Revitalization: technology functions include CO_2 partial pressure control; moisture removal; trace chemical contaminant control; particulate matter removal and disposal; atmospheric gas supply, storage, conditioning, and distribution; resource recovery, storage, conditioning, and recycling.

Food Processing: technology functions include the processing, storage, and preparation of food.

Biomass Production: technology functions include the growth of higher plants for the purpose of supplying food and revitalizing air.

Waste Processing: technology functions include water/resource recovery, safening and stabilization, disposal and containment, waste/trash volume reduction, and odor control.

Water Processing: technology functions include recovery of approximately 90% of wastewater to potable water quality via biological or physical-chemical methods.

III. System Readiness Level

Despite the utility and value of the TRL as a metric for determining technology maturity before transitioning into a system, TRL was not intended to address systems integration or to indicate that the technology will result in successful development of a system. Additionally, when TRL is applied to components within a complex system, the model of using

Figure 2. NASA project life-cycle process flow for ground and flight systems with SRL.

individual technology maturity as a measure of readiness to integrate into system development can become confounded. Similar problems also become apparent with many other technology development metrics and tools when applied in a systems context [29].

This lack of adequate systems-level development monitoring tools and methodologies has resulted in several complex development programs with significant shortfalls. Given the emerging requirements for a measure of complex system readiness, the Systems Development & Maturity Laboratory (SD&ML) was the first to propose the concept of a SRL that would incorporate a TRL and an IRL for determining system lifecycle maturity.

Under this method, the evaluation of technology using TRL and the evaluation of each integration using IRL are combined via a set of mathematical formulas (explained in detail later) to produce a holistic assessment where each technology within the system is weighted according to all of its integrations and then rolled up to a system level. It is important to emphasize that the SRL is not a quantitatively defined rating system, but is instead an analytical combination of the TRL and IRL scales. In others words, the SRL output is purely a function of the TRL and IRL inputs.

The SRL scale is calculated by using a normalized matrix of pair-wise comparisons of TRLs and IRLs that reflects the actual architecture of the system. Briefly stated, the IRL matrix is obtained as a symmetric square matrix (of size $n \times n$) of all possible integrations between any two technologies in the system. For technology integration to itself, perfect integration is assumed (IRL= 9) while an IRL of zero is used when there is no integration between two elements. On the other hand, the vector TRL defines the readiness level of each of the technologies in the system. The calculation of the SRL has also gone through a series of refinements and the most recent thorough discussion has been presented by Sauser et al [22]. This paper presents another minor modification by re-naming the SRL vector (i.e. SRL_i) as $ITRL_i$. $ITRL_i$ indicates the maturity of technology i with its integrations considered. With a system comprised of n technologies, it is mathematically described as

$$[ITRL] = \begin{bmatrix} ITRL_1 \\ ITRL_2 \\ \ldots \\ ITRL_n \end{bmatrix} = \begin{bmatrix} (IRL_{11}TRL_1 + IRL_{12}TRL_2 + \ldots + IRL_{1n}TRL_n)/m_1 \\ (IRL_{21}TRL_1 + IRL_{22}TRL_2 + \ldots + IRL_{2n}TRL_n)/m_2 \\ \ldots \\ (IRL_{n1}TRL_1 + IRL_{n2}TRL_2 + \ldots + IRL_{nn}TRL_n)/m_n \end{bmatrix}$$

where $IRL_{ij}=IRL_{ji}$,

Where m_i is the number of integrations with technology i plus its integration to itself. With the ability to assess both the technologies and integration elements along a numerical maturation scale, the next challenge was to develop a metric that could assess the maturity of the entire system under development. Therefore, the SD&ML has described how using a normalized matrix of pair-wise comparisons of TRLs and IRLs for any system under development could yield a measure of system maturity. SRL is then calculated as

$$SRL = \frac{ITRL_1 + ITRL_2 + \ldots + ITRL_n}{n}$$

More recently, the SD&ML has described the formulation and application of the SRL as a metric to determine the maturity of a system and its status within a developmental lifecycle [22, 23]. Figure 2 is a representation of the SRL scale against the *NASA Project Life-Cycle Process Flow for Ground and Flight Systems* [30]. Figure 2 will be used in later discussions of the application of the SRL. The rationale behind the SRL developed by the SD&ML is that in the development lifecycle, one would be interested in addressing the following considerations:

- Quantifying how a specific technology is being integrated with every other technology to develop the system.
- Providing a system-wide measurement of readiness.

Therefore, SRL is more than purely a qualitative assessment. It requires the user to define the element level contributions of the multiple technologies and integrations that make up the system. In this way, it allows managers to evaluate system development in real-time and to take pro-active measures by examining the status of all elements of the system simultaneously. Furthermore, the methodology is highly adaptive to use on a wide array of system engineering development efforts and can also be applied as a predictive tool for technology insertion trade studies and analysis [31].

IV. Equivalent System Mass

ESM was first defined in 1997 as a metric for comparing technology options for the Advanced Life Support project (now referred to as ELS) [32]. It allowed for the tradeoff of mass, volume, power, cooling and crew time based on a single mass value. The fundamental premise was that a mass value could be equated to launch cost (e.g. it costs $10,000 per pound to launch a payload on the Space Shuttle), thus allowing for the optimization of technology options to achieve mission objectives. It is a common practice in space systems development for mass, as it relates to cost, to be a driver in determining the deployment success of space products [33-35]. Although cost as an independent variable in the design of space systems has been prevalent throughout the industry for decades, there is a need to shift the emphasis of cost as a driver in the analysis for engineering space systems [33]. This was a fundamental motivation for using ESM in lieu of dollar costs for technology development [32]. In addition, ESM provides advantages since cost estimates:

- can be politically sensitive;
- are not generally released;
- do not always include all cost; and
- tend to be complex and dynamic [32].

ESM allowed for cost to become an independent variable and did not have a direct influence on a trade analysis. The use of equivalent weight and power penalties for space payload options was first introduced by Trusch and Brose [36]. From that time much of the development of equivalent weight as an option metric was done by Drysdale [32, 37] further expanded by Levri et al. [26, 27], and demonstrated as a decision support tool by Rodriguez et al. [38] and Russell and Carrasquillo [24]. Accordingly, ESM is calculated as:

$$ESM = M + L + V * eqV + P * eqP + C * eqC + CT * D * eqCT$$

where: ESM = equivalent system mass value of the system of interest [kg], M = total mass of the system [kg], L = mass of the materials and spare logistics of the system [kg], V = total pressurized volume of system [m^3], eqV = mass equivalency factor for the pressurized volume infrastructure [kg/m^3], P = total power requirement of the system [kWe], eqP = mass equivalency factor for the power generation infrastructure [kg/kWe], C = total cooling requirement of the system [kWth], eqC = mass equivalency factor for the cooling infrastructure [kg/kWth], CT = total crew time requirement for operation and maintenance of the system [CM-h/day], D = duration of the mission segment of interest [day], and eqCT = mass equivalency factor for the crew time support [kg/CM-h]. For a detailed explanation and guidance on ESM see [39].

While ESM adds value to the trade analysis of technology options for space missions, it is still noted that it should not be a standalone metric and additional metrics that evaluate the developmental status of a technology would be of added value. For example, Czupalla, et al. [25] used metrics in reliability, maintainability, and dependence with ESM and TRL to perform a trade study of spacecraft life support systems. More commonly, TRL, as a measure of technology maturity, has been repeatedly cited as a core metric that should be used with ESM [24, 25, 32, 38]. This paper suggests that TRL alone is not sufficient since it does not measure the readiness of the integration elements or that of the system as a whole. Instead, it is recommended that SRL be used.

In the next section we will expound upon these advanced needs in the effective and efficient assessment of space systems to combine the two metrics just described, i.e. SRL, ESM, to formulate a constrained optimization model to demonstrate how these two metrics can make a more informed decision as opposed to their functioning independently.

V. Constrained Optimization Model

SRL was first used in a constrained optimization model by Sauser and Ramirez-Marquez [40] to provide information about which technologies and integration links to advance to which maturity level such that the maturity of the system is maximized based on the amount of limited resources made available to a development project. In this paper, a similar optimization model is applied to the development of an ELS system to illustrate how SRL can be used to plan its development. Since SRL itself is based on the TRL and IRL values of the system's components, it measures the overall readiness of the system under development. As such, the systems engineer or program manager who is concerned with utilizing the budget allocated for the system can now set development goals such that the maximum amount of system readiness is achieved. In order to execute the development required to have maximum SRL value, it is necessary to know how to utilize the resources optimally. That is, the systems engineering or program manager must determine which of the system components should be matured to what levels so that he can allocate the available resources accordingly. To address these concerns, we are proposing Model ESM_SRL_{max} as an optimization model whose objective is to maximize SRL (a function of technology and integration development) while keeping the launch cost (expressed in terms of ESM) within an acceptable level. The general mathematical form of the model follows:

Model ESM_SRL_{max}
*Maximize: SRL (**TRL, IRL**)*
*Subject to: ESM(**TRL,IRL**) ≤ esm*

The matrices **IRL** and **TRL** of the model contain the decision variables. Each of these variables is integer valued and bounded by (IRL_{ij},9) and (TRL_i,9), respectively. That is, the TRL/IRL for any component cannot be below its current level or above perfect technology or integration development (IRL or TRL = 9). The objective function of Model ESM_SRL_{max} of the system is a function of the decision variables, which dictate how the different levels for both TRL and IRL are improved. The left hand side of the inequality defined by functions ESM represents the ESM as a function of the improved technologies' TRL and IRL, and the right hand side indicates the total amount allowance of ESM for the whole system. Since the ESM is an indicator of the needed launch cost, the model tries to maximize the system maturity while under the ESM allowance, and thus to meet the cost constraint.

To completely characterize the decision variables, it is necessary to introduce the following transformation:

$$y_i^k = \begin{cases} 1 & \text{If } TRL_i = k \\ 0 & \text{otherwise} \end{cases} \text{ and } x_{ij}^k = \begin{cases} 1 & \text{If } IRL_{ij} = k \\ 0 & \text{otherwise} \end{cases} \text{ for } k=1,\ldots 9$$

Notice that based on these binary variables, each of the possible normalized TRL and IRL in the system can be obtained as: $TRL_i = \frac{\sum_{k=1}^{9} k y_i^k}{9}$ and $IRL_{ij} = \frac{\sum_{k=1}^{9} k x_{ij}^k}{9}$

and $ITRL_i$ is transformed to:

$$ITRL_i = \frac{1}{m_i}\left[\frac{\left(\sum_{k=1}^{9} kx_{i1}^k\right)\left(\sum_{k=1}^{9} ky_1^k\right)}{81} + \frac{\left(\sum_{k=1}^{9} kx_{i2}^k\right)\left(\sum_{k=1}^{9} ky_2^k\right)}{81} + \ldots + \frac{\left(\sum_{k=1}^{9} kx_{ij}^k\right)\left(\sum_{k=1}^{9} ky_j^k\right)}{81} + \ldots + \frac{\left(\sum_{k=1}^{9} kx_{in}^k\right)\left(\sum_{k=1}^{9} ky_n^k\right)}{81}\right] = \frac{\sum_{j=1}^{n}\left(\sum_{k=1}^{9} kx_{ij}^k\right)\left(\sum_{k=1}^{9} ky_j^k\right)}{81 m_i}$$

The model belongs to the class of binary, integer-valued, non-linear problems. For the ELS system with *6* technologies containing *10* distinct integrations, and assuming all technologies and integrations are at their lowest levels, there can be as many as 9^{6+10} potential solutions to the model. Evaluating each possible solution is prohibitive so to generate a more timely optimal solution, a meta-heuristic approach developed by Ramirez-Marquez and Rocco [41] is applied to the ELS system. This approach, called Probabilistic Solution Discovery Algorithm (PSDA), has the capability of producing quasi-optimal solutions in a relatively short period of time. However, it must be mentioned that the results cannot be proven to be the optimal solution. This is because by taking a probabilistic approach, the algorithm can only select subsets of the entire feasible set from which to find a solution. Every time the algorithm is run, a different subset is selected. Nevertheless, prior tests have indicated that PSDA results tend to be better than results from alternative meta-heuristic approaches [42].

As used in the solution of the maximization problem, after the algorithm is initialized, it follows three inter-related steps:

- Strategy Development – a Monte Carlo simulation is used to identify to what potential TRL or IRL levels the technologies and links can be advanced or matured;
- Analysis – each potential solution is analyzed by calculating its associated SRL and ESM;
- Selection – through an evolutionary optimization technique, a new optimal set of technologies and integration links (with their corresponding TRLs and IRLs is chosen (based on the SRL and ESM values).

During Strategy Development, based on the probabilities defined by vectors $\boldsymbol{\gamma}_{iu}$ and $\boldsymbol{\gamma}_{iju}$, the simulation is used to generate a specified number (defined by *V*) of potential designs, $\mathbf{TRL}_u^v$ and $\mathbf{IRL}_u^v$ (v=1,..,V). For each technology i, γ_{iu}^k (the k^{th} element of vector $\boldsymbol{\gamma}_{iu}$) defines the probability that at cycle u, the TRL of such a technology will increase its current readiness to level k (i.e. $\gamma_{iu}^k = P\left(y_i^k = 1\right)$). Similarly, γ_{iju}^k defines the probability that at cycle u, the IRL between the ith and jth technologies will increase its actual readiness to level k (i.e. $\gamma_{iju}^k = P\left(x_{ij}^k = 1\right)$). This step also contains the stopping rules of the algorithm. In essence, the first rule, which is used in this paper, allows the user to set a specific number of cycles. The second rule dictates the algorithm to be stopped once both vector $\boldsymbol{\gamma}_{iu}$ and $\boldsymbol{\gamma}_{iju}$ can no longer be updated (i.e. all initial "appearance" probabilities are either zero or one). In the context of this algorithm a cycle is understood as every time the value u is updated.

The second step, Solution Analysis, implements the approach discussed in Sauser et al. [22] and previously summarized to obtain the SRL, and the ESM of the development associated with each of the potential system design, $\mathbf{TRL}_u^v$ and $\mathbf{IRL}_u^v$.

The final step in the algorithm penalizes the SRL of the potential designs generated in cycle u whenever they violate the ESM constraints. The solutions are then ranked in decreasing order of magnitude with respect to the penalized SRL. Then, the best of these solutions is stored in set K and finally, a subset of size S of the ranked feasible solutions, is used to update the probabilities defined by the vectors γ_{iu} and γ_{iju}. These new vectors are re-evaluated in Step 1 to check for termination or for solution discovery. Finally, when the prescribed number of cycles has been reached, the best solution in set K is chosen as the optimal system design.

VI. Results and Discussion

For the generic ESL system we are analyzing, let us assume that the current readiness levels of its components and integration links are shown in Table I. When reviewing the SRL for this system in its current state, the calculations yielded an SRL of 0.33. Referring to Figure 2, this value indicates that this system should be in *Phase A: Concept & Technology Development*.

For the system used in this example, Tables 2 and 3 present the ESM of each component (technology or integration) at different maturity levels. For example, to mature Technology 1 from TRL of 1 to 9, its ESM is estimated to rise from 2,743 to 3,234 kgs. The ESM is 43,273 for the ELS system in its current status, and in order to fully mature all the technologies and integration elements, the ESL is allowed a maximum ESM of 44,876 without any amount budgeted for the usual management allowance.

To further explain the model, we describe a situation where, for example, the program manager wants to show the customer, in this case the Constellation Program, to which maturity level or development stage he can take the ELS system if he is given various ESM allowances. In order to answer this, the PSDA optimization model calculated the maximum SRL values when 20%, 40%, 60%, 80% and all of the ESM allowance is allocated. The results are shown in Table IV. For example, when the ESM is allowed to increase from 43,273 (current value) to 43,901 (utilizing around 40% of the remaining allowable increase in ESM), the SRL can be increased from 0.33 to 0.76. This takes the ELS system from *Phase A* to a state where it would soon transition from *Phase B: Preliminary Design & Technology Completion* to *Phase C: Final Design & Fabrication*.

In addition, the development plan which can achieve the SRL value of 0.76 when 40% of the incremental ESM is allocated also shows that the subsystems which are based on each technology element reach their respective maturity levels as shown in Table IV. The 40% case shows that of the six subsystems, three are ahead ($ITRL_{1,4,6}$), two are slightly behind ($ITRL_{2,5}$) and one, ($ITRL_3$) is close to the same level as that of the whole system. This insight can become useful when the maturity levels are associated with systems engineering activities; hence, the spectrum of $ITRL_i$'s can indicate levels of variation in the systems engineering activities which are needed to mature the entire system.

While the SRL index can have value for overall planning, one can assess the developmental maturity of each technology and corresponding integrations based on the ESM allowances using Model ESM_SRL_{max}. Table V illustrates the associated TRL and IRL levels obtained from the optimal solution for each of the cases considered. This is very important to understanding how the optimization approach can influence the developmental maturity of the individual technologies and integrations. That is, the optimal TRL and IRL levels obtained from the model becomes a guidance tool for the systems engineering manager to better understand how the ESM allowances are impacting maturity of development. Table V also indicates that for ELS, an 80% ESM allowance still would not ensure a fully mature system because Technology 6 and two of the IRLs (2,3; 2,6) are not completely matured. The technology involved is the food processing component and the integration elements are the ones that connect the crew habitat to it as well as to the water processing facility. Unless these can be feasibly matured in space, the system cannot be launched.

It must be pointed out that the design solutions in Table V are calculated using the budgeted incremental ESM. However, the solution for each increasing amount of allocated ESM is not dependent on the values of the readiness levels calculated for the preceding lower amount of ESM allocation. That is, the algorithm does not go sequentially from 20% to 40% and so on, such that 20% automatically corresponds to year 1 and 40% to year 2. Rather, what the solution shows is that if a certain % is allocated, the corresponding technologies and integrations can be matured to such levels as indicated. It is up to the decision makers to allocate a budget for any given year and plan the development based on the available budget. This is the reason why Technology 4 can be matured to level 9 under 20% and 40% ESM allowance, whereas it is only matured to level 8 under 60% ESM allowance. However, if a time-related sequential design solution is desired, say for 5 years, a sequential orderly solution can be achieved by following a recursive manner of utilizing the ESM_SRL_{max} model. For example, in order to get an incremental design solution for 20% and 40% ESM allowances corresponding to years 1 and 2 respectively, first execute the model to get the design solution for the 20% scenario then, allocate another 20% for year 2 and re-run the model. That is, when a TRL or IRL has already been achieved for a particular element, it can no longer be de-matured just to follow the prescribed solution from the algorithm. Thus, for the 60% scenario, Technology 4 must stay at TRL 9 and not revert back to 8 as a practical matter.

VII. Conclusions

What we have presented is a first step toward a more informed systems engineering management approach to better understand the developmental maturity and management risks associated with deployment of space systems. By combining system maturity (as opposed to elemental or technology maturity), with accepted space systems design constraints via ESM, we have created a more robust and informative evaluation of the developmental state of a space system. As a mean of indicating the implications of this work to the practice of systems engineering of space systems, Table VI explains how TRL, IRL, SRL, and ESM_SRL_{max} can impact the systems engineering processes as defined by the NASA Systems Engineering Handbook [30]

TABLE I
CURRENT READINESS LEVELS.

Technology			TRL
Technology 1	Air Revitalization		5
Technology 2	Crew Habitat		4
Technology 3	Water Processing		5
Technology 4	Waste Processing		4
Technology 5	Biomass Production		5
Technology 6	Food Processing		6
Integration	**IRL**	**Integration**	**IRL**
1,2	4	2,6	4
1,5	5	3,4	4
2,3	4	3,5	5
2,4	4	4,6	6
2,5	4	5,6	5

TABLE II
CUMULATIVE ESM FOR TECHNOLOGY ELEMENTS AGAINST TRL
(CURRENT TRLS IN BOLD)

TRL	Technology					
	1	2	3	4	5	6
1	2743	2302	3350	1302	2926	17139
2	2835	2551	3489	1385	3074	18499
3	2986	2633	3765	1389	3273	19778
4	3058	**2767**	3897	**1462**	3356	19864
5	**3131**	2836	**3926**	1498	**3476**	20466
6	3212	2873	4004	1510	3526	**20988**
7	3230	2898	4044	1521	3562	21357
8	3233	2907	4096	1536	3580	21521
9	3234	2911	4111	1538	3597	21610

TABLE III
CUMULATIVE ESM FOR INTEGRATION ELEMENTS AGAINST IRL
(CURRENT IRLS IN BOLD)

IRL	Integration									
	1,2	1,5	2,3	2,4	2,5	2,6	3,4	3,5	4,6	5,6
1	624	963	1352	371	689	757	703	241	279	543
2	679	1017	1477	395	701	846	765	260	294	547
3	693	1088	1514	417	729	896	805	276	296	585
4	**729**	1090	**1540**	**431**	**744**	**943**	**847**	279	300	589
5	749	**1092**	1565	438	763	956	881	**290**	302	**604**
6	761	1116	1581	441	773	972	901	293	**303**	608
7	770	1130	1597	442	778	973	905	294	308	612
8	776	1136	1600	446	784	978	908	297	310	613
9	779	1144	1601	448	787	979	914	299	312	614

TABLE IV
BEST SOLUTION FOR ESM INCREASE ALLOWANCE

Case	ITRL$_1$	ITRL$_2$	ITRL$_3$	ITRL$_4$	ITRL$_5$	ITRL$_6$	SRL	ESM
Current	0.35	0.28	0.31	0.33	0.35	0.37	0.33	43273
20%	0.50	0.46	0.47	0.56	0.50	0.68	0.53	43579
40%	0.81	0.69	0.75	0.79	0.68	0.83	0.76	43901
60%	0.96	0.78	0.89	0.81	0.85	0.81	0.85	44221
80%	1.00	0.90	0.97	0.92	0.93	0.86	0.93	44249
100%	1.00	1.00	1.00	1.00	1.00	1.00	1.00	44876

TABLE V
BEST DESIGN SOLUTION FOR EVERY INCREASE IN ESM ALLOWANCE

ESM Allowance	Technology						Integration									
	1	2	3	4	5	6	1,2	1,5	2,3	2,4	2,5	2,6	3,4	3,5	4,6	5,6
Current	5	4	5	4	5	6	4	5	4	4	4	4	4	5	6	5
20%	5	4	5	9	7	6	7	7	4	7	4	7	4	8	9	8
40%	5	9	5	9	9	6	9	8	5	9	7	7	8	9	9	8
60%	8	9	9	8	9	6	9	9	7	7	7	7	8	9	9	8
80%	9	9	9	9	9	6	9	9	8	9	9	7	9	9	9	9
100%	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9

TABLE VI
IMPLICATIONS TO NASA SE PROCESSES

NASA Systems Engineering Processes [30]	**Implications of TRL, IRL, SRL, and ESM_SRL_{max} [40]**
System Design Processes	
Requirements Definition Processes • Stakeholder Expectations Definition • Technical Requirements Definition	• TRL, IRL, SRL, and ESM_SRL_{max} provide an enhanced capability alignment through the identification of specific technology, integration, and system maturities that can be used as a trade study tool to select the most appropriate technologies and integrations to the lowest amount of risk, cost, and time and satisfy a given customer need.
Technical Solution Definition Processes • Logical Decomposition • Design Solution Definition	• The SRL[IRL, TRL] model can improve customer confidence in the SE Manager by providing a qualification of system maturity in relation to system and functional requirements. It can also provide improved understanding of the system's mission capabilities in terms of readiness criteria. • SRL can provide an assessment of maturity at multiple architectural layers. Any single SRL assessment contains multiple SRL assessments from the SRL vector, which can provide insight into the interdependencies of different sub-functions and how they fit within the larger architecture. • Optimizing the system scenarios based on technology and integration maturity, along with ESM, any system concept can be reconfigured with different technologies and integrations and the ESM_SRL_{max} can be determined.
Technical Management Processes	
Technical Planning Process • Technical Planning Technical Control Processes • Requirements Management • Interface Management • Technical Risk Management • Configuration Management • Technical Data Management Technical Assessment Process • Technical Assessment Technical Decision Analysis Process • Decision Analysis	• Fast, iterative assessment that can be repeated and traced during development. Also, the ESM_SRL_{max} allows for the decisions made during this activity to be quantified against the architecture. This can necessitate a valuable exercise in architecture examination and creation, which can allow for better system understanding and (re)formation. • IRL, SRL, and ESM_SRL_{max} allow for other factors in addition to technology readiness as a measure of maturity. In addition, factors such as obsolescing, by comparative analysis of multiple technologies to acquisition, and the optimization of technology maturation investment and transition funding can be considered. This is currently an area of future research. • SRL, IRL, and TRL provide common ontology to measure and describe acquisition development, system development and technology insertion evaluation.
Product Realization Processes	
Product Transition Process • Product Transition Evaluation Processes • Product Verification • Product Validation Design Realization Processes • Product Implementation • Product Integration	• IRL reduces the uncertainty involved in integrating a technology into a system and identifies integration as a separate, specific metric along with an assessment of maturity at the system-level. • Currently the SRL, TRL, IRL, and ESM_SRL_{max} presented in this paper only indicate level of maturity not performance. These metrics are not intended to measure system performance to requirements.

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